



City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Project Number: 3012412

Applicant: Robert Miller for Phil Smart Inc.

Address of Proposal: 2025 Airport Way S.

SUMMARY OF PROPOSAL

Land Use Application to demolish a portion of an existing auto sales and service building and allow a 21,296 sq. ft. addition (Phil Smart, Inc.). Review includes changing the use of existing service building to covered parking for 91 vehicles. Existing shed (10,580 sq. ft.) to be demolished.

The following approval is required:

SEPA Environmental Threshold Determination (SMC Chapter 25.05)

DPD SEPA DETERMINATION:

Determination of Non-significance

	No mitigating conditions of approval are imposed.
X	Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts.

SITE AND VICINITY

Site Location: The proposal site is located at the corner of Airport Way S. and S. Walker St., in the Duwamish Manufacturing/Industrial Area, approximately 2 miles south of downtown Seattle. The site is bounded by S. Walker Street to the south, by Airport Way S. to the east, by unopened 8th Avenue S. to the west, and by empty warehouse buildings to the north. Surrounding uses include the Washington State Patrol Crime Laboratory to the south, a surface parking lot to the west used by the Seattle Police Department for impound storage (8th Avenue S. is also used for impound storage), the former warehouse use for Oberto's to the north, and to the east by a number of one-story automotive repair and tool repair uses.

Zoning: Industrial General 2(IG2). All surrounding properties area also zone IG-2 U/85.

Parcel Size: Approximately 3.9 acres.

Existing Use

The existing use of the site is automotive sales and service use for Phil Smart Mercedes. There is currently 58,760 gross square feet of automotive sales and service use on the site in three existing buildings. The three existing buildings are comprised of the following: a one-story building on the corner of Airport Way S. and S. Walker Street containing 23,801 gross square feet that houses the Phil Smart pre-owned car operation; a shed-style structure of 10,580 gross square feet behind that dealership building at the corner of S. Walker Street and 8th Avenue S. which is used for automotive repair operations; and a one-story building (that includes a small mezzanine floor) containing 24,729 gross square feet of automotive repair and accessory storage use on the north side of the site. The center of the site is improved with a large surface parking lot. There is currently parking for 115 vehicles on the site.

Project Description

The goal of the proposal is to provide for a larger dealership building integrated with the automotive repair function that would house both the new and pre-owned sales and repair operations for Phil Smart Mercedes. The new car sales and repair operations from the Phil Smart Capitol Hill site on E. Pike Street would be consolidated with the existing pre-owned sales and major repair operations on the Airport Way S. site. The use of the site would not change. The 10,580 shed building would be demolished and would be replaced in approximately the same square footage by the dealership/repair building, which would extend over that area. The dealership building would be partially demolished, become two stories with rooftop parking, and would house both the dealership and the automotive repair functions. Elements of the dealership building would be retained as feasible, and the extent of demolition of the building will depend upon structural integrity of that structure and ability to withstand seismic loads, which will be determined by destructive testing during preliminary construction phases. The total square footage of the dealership and shed building would be increased by approximately 23,606 square feet for a total building size of 56,988 gross square feet. The use of the 24,729 square foot north building would be changed to accessory parking for the dealership/repair use. This would provide parking for an additional 91 vehicles on the site. A small area of that structure (approximately 1,750 square feet) could be devoted to car wash activities.

PUBLIC COMMENT

The public comment period ended on January 4, 2012. One public comment letter was received suggesting that the proposal presents an opportunity to included trees on the property.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, *“Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”* subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

Short-term Impacts

The following temporary or construction-related impacts are expected during the estimated 11 month construction period: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long-term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; loss of plant and animal habitat; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Earth

The proposal site is located in a liquefaction area due to the presence of loose, fine-grained soils and a relatively shallow groundwater table. A geotechnical report (Earth Solutions NW, December 20, 2011) was submitted and reviewed by DPD's Geotechnical Engineer. The report characterizes the liquefaction susceptibility of the upper fill deposits as moderate to high, based on conditions encountered at the boring locations. The report indicates that the use of pile support for new foundations and improved soil conditions within new construction areas will adequately mitigate the potential for liquefaction-induced settlement.

The building permit will include structural details related to the liquefaction characteristics of the site. No additional SEPA conditions are warranted.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Traffic

The applicant submitted a Traffic Impact Analysis (Heffron Transportation, Inc. July 25, 2011), which was reviewed by DPD's Senior Transportation Planner. The analysis indicated that the consolidation of the Capitol Hill and Airport Way car dealership facilities will slightly increase PM peak hour trips in the area. Additional traffic will increase delay at the Airport/Walker intersection; eastbound movement on S. Walker St. is projected to degrade from Level of Service (LOS) D to E in the PM peak hour, with an additional 10 seconds of average delay). Through-traffic on Airport Way. will be virtually unaffected by the traffic increase. Approximately 89 eastbound vehicles would be making left turns, and 62 would make right turns. No through movements would occur as this is a T-intersection.

There is sufficient width at the intersection to strip S. Walker St. to separate left-turning and right-turning vehicles, allowing an easier right turn and probably improving the LOS. The Seattle Department of Transportation concurs with DPD's Transportation Planner that there is adequate street right-of-way on S. Walker St. for this channelization, and supports this modification (e-mail from Luke Korpi to John Shaw, April 19, 2012).

Seattle's Traffic and Transportation SEPA (SMC 25.05.675.R) policy provides authority to mitigate adverse traffic impacts which would 'undermine the stability, safety and/or character of a neighborhood or surrounding areas'. In order to mitigate the decreased LOS at the Airport Way/S. Walker St. intersection, the project is conditioned to provide the eastbound channelization on Sl. Walke3r ST. as described above.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- ☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – SEPA

Prior to Issuance of Master Use Permit

1. Update plans to indicate separate left- and right-turn lanes on S. Walker St.

Prior to Building Final

2. Restripe S. Walker St. adjacent to the site to provide separate left and right turn lanes. This will require review and approval by Seattle Department of Transportation.

Signature: (signature on file) Date: July 5, 2012
Cheryl Waldman, Supervising Senior Land Use Planner
Department of Planning and Development